Responses to Solicitation Questions
Mesoscale Atmospheric Instrument Support Services (MAISS)
RFP NNG14481818R
Set No.: 3

December 31, 2013

1. The due date for proposal submission will be extended to January 6, 2014, at 3pm.

2. Does NASA have a standard policy regarding the delivery of proposals when there is a threat of inclement weather that may cause a base closure?

   RESPONSE: If the NASA/Goddard center is closed due to inclement weather the shipping and receiving office is also closed and will not be accepting proposals. If this happens a RFP amendment will be posted to the Federal Business Opportunities website with a new proposal due date.

3. Do we need to estimate fabrication or material costs as part of the Representative Task Order (RTO) pricing?

   RESPONSE: Yes, an estimate is needed for fabrication and/or material costs for the RTO. It is assumed the fabrication is done off-site, at either the contractor's facility or the contractor's subcontractor facility.

4. In regards to the RTO is the mechanical interface to attach to the wing pod of ER-2 aircraft missing the following information: mounting details, how many attachment points, and loading/stress on the attachment points?

   RESPONSE: The ER-2 Airborne Laboratory Experimenter Handbook identifies the required information needed. The handbook can be viewed on-line at: www.nasa.gov/sites/default/files/189893main_ER-2_handbook_02.pdf.

5. In regards to the RTO is the electrical interface details missing the following information: (or do we assume that no electrical interface is required, and that the task is only mechanical): is it battery powered, is there any communication control exercised or is the instrument on auto pilot once turned on, are any electrical wiring or harnessing needed, and what type of data storage and transmission capabilities are needed?

   RESPONSE: No electrical interface is required.

6. In regards to the RTO the exact specifications of the laser and other subassemblies, like the weight, the power and heat dissipation, are unknown.

RESPONSE: The ER-2 Airborne Laboratory Experimenter Handbook identifies the required information needed in regards to mass and power. Note: The mass/power cannot exceed that available from the airplane. The handbook can be viewed on-line at: www.nasa.gov/sites/default/files/189893main_ER-2_handbook_02.pdf .

7. In regards to the RTO how many enclosures are required?

   RESPONSE: The number of enclosures required is dependent upon how the contractor chooses to build the system. There could be one big box or multiple small boxes.

8. Attachment B – Page 4 of 4 – Position Classifications – TBP. When do we get the category list and do we need to price these as part of the response or not?

   RESPONSE: The Government is not providing a labor category listing. In accordance with provision L.17 COST VOLUME (JAN 2012), (number 2. Cost Proposal Format, (a) DIRECT LABOR AND INDIRECT RATES MATRIX) section 6 of Attachment B is requesting the offeror to provide the following: "provide Position Qualifications for all Offeror proposed direct labor categories specified in Section 1 and all significant subcontractors' proposed direct labor categories specified in Section 5". Position Qualifications are to be proposed by the offeror and included in section 6 of Attachment B. Direct labor rates for task order estimating purposes must be proposed for the Prime in section 1. Fully loaded rates must be proposed for significant subcontractors in section 5.

9. Can you confirm that DCAA certification/pre-award approval of accounting system is mandatory?

   RESPONSE: Yes, in accordance with provision L.17 COST VOLUME (JAN 2012), (number 1. Instructions) "An important prerequisite for the award of the contract is the prime offerors must have an approved accounting system that has been determined adequate by the cognizant administrative office for accumulating and reporting incurred costs prior to contract award".

10. In regards to the RTO: Will GSFC provide loading conditions for the components? Will the loading include the thermal environment? Should we be assuming the ER-2 Handbook would provide all of the information needed?

    RESPONSE: The ER-2 Airborne Laboratory Experimenter Handbook identifies the required information needed. The handbook can be viewed on-line at: www.nasa.gov/sites/default/files/189893main_ER-2_handbook_02.pdf.

11. In regards to the RTO: Are the temperatures within the pod expected to be significantly different from the temperatures at the wing interface? In other words, even if the instrument support materials are the same as the existing aircraft, will there need to be consideration for thermally induced loads and stresses?

RESPONSE: From a safety standpoint, there should be no need for examination of thermally-induced loads; from an instrument performance standpoint, such analysis is usually needed.

12. In regards to the RTO: Do the structural modifications need to be approved by a Designated Engineering Representative (DER) from the FAA? Based on our experience, such approval is desired for non-commercial aircraft.

    RESPONSE: NASA aircrafts are not subject to FAA approval.

13. In regards to the RTO: Will the contractor need to perform a fatigue evaluation of the aircraft at the component interface for the purpose of defining appropriate inspection intervals? If so, will GSFC supply a flight spectrum, or equivalent number of maximum load cycles per flight hour?

    RESPONSE: There is not an "inspection interval" -- this is an instrument, not part of the airframe. The hardware in the RTO is subject to all safety requirements for NASA aircraft, in this case, the ER-2 aircraft. The ER-2 Airborne Laboratory Experimenter Handbook identifies the required analysis that has to be done, to convince the aircraft personnel that the instrument meets, for example, structural safety limits.

14. In regards to the RTO: Will the contractor need to perform a damage tolerance evaluation of the aircraft at the component interface for the purpose of defining appropriate inspection intervals?

    RESPONSE: No, the contractor does not need to perform a damage tolerance evaluation.

15. In regards to the RTO: Will the new hardware itself be subject to fatigue and damage tolerance requirements?

    RESPONSE: The hardware in the RTO is subject to all safety requirements for NASA aircraft, in this case, the ER-2 aircraft. The ER-2 Airborne Laboratory Experimenter Handbook identifies the required analysis that has to be done, to convince the aircraft personnel that the instrument meets, for example, structural safety limits.

16. In regards to the RTO: Given this is a 5 year contract, are there plans to fly this instrument on the ER-2 more than once, and if so, do you have an anticipated schedule for such activity? For the purposes of planning should we anticipate additional flight tests? If not, what other activities do you anticipate we would be supporting?

    RESPONSE: In accordance with clause L.3 TYPE OF CONTRACT (52.216-1) (APR 1984), the Government contemplates award of an Indefinite-Delivery Indefinite-Quantity (IDIQ) contract, therefore NASA cannot say with certainty what additional work there will be.